

MSG READDRESSAL INSURV SEMI-ANNUAL RECURRING MATERIAL  
DEFICIENCIES

R 211846Z JUN 04 PRESINSURV NORFOLK VA-V3

UNCLAS

R 151947Z JUN 04 PRESINSURV NORFOLK VA-V3

MSGID/GENADMIN/PRESINSURV NORFOLK VA/-/JUN//

PASS TO OFFICE CODES:

FM PRESINSURV NORFOLK VA//00//

TO COMNAVAIRPAC SAN DIEGO CA//N00/N01/N4/N6/N42/N43/N434A13//

COMNAVSURFPAC SAN DIEGO CA//N00/N01/N41/N42/N43/N8//

COMNAVSURFLANT NORFOLK VA//N00/N01/N4/N6/N42/N43/N434A13//

COMNAVAIRLANT NORFOLK VA//N00/N01/N43//

INFO CNO WASHINGTON DC//09/N8/N7/N74/N48//

COMFLTFORCOM NORFOLK VA

COMLANTFLT NORFOLK VA//N00/N01/N6/N8/N43//

COMPACFLT PEARL HARBOR HI//N00/N01/N43/N6//

COMNAVAIRFOR SAN DIEGO CA

COMNAVSURFOR SAN DIEGO CA

COMNAVSEASYS COM WASHINGTON DC//00/04M/04X/04L/05D/05J

/05L/05N/05P/05Z//

AIG 491

MSGID/GENADMIN/PRESINSURV NORFOLK VA/-/JUN//

SUBJ/MSG READDRESSAL INSURV SEMI-ANNUAL RECURRING MATERIAL  
/DEFICIENCIES//

REF/A/MSG/PRESINSURV/192007ZNOV2002//

REF/B/MSG/PRESINSURV/111706ZJUL2003//

NARR/REF A AND B IS INSURV SEMI-ANNUAL RECURRING MATERIAL  
DEFICIENCIES.//

RMKS/1. LAST YEAR, IN AN EFFORT TO ADDRESS RECURRING MATERIAL  
DEFICIENCIES, PRESINSURV ANNOUNCED AN INITIATIVE TO PERIODICALLY  
PROVIDE LEADERSHIP WITH PREVALENT MATERIAL DEFICIENCIES OBSERVED  
DURING INSPECTIONS WITH THEIR LIKELY CAUSES. REF A WAS THE  
INITIAL PRODUCT OF THIS INITIATIVE.

2. ALTHOUGH SOME IMPROVEMENT HAS BEEN NOTED WITH A FEW OF THE  
ITEMS DISCUSSED IN OUR PREVIOUS MESSAGES, THE COMMON DEFICIENCIES  
AND APPARENT CAUSES DELINEATED IN REF A AND REF B REMAIN VALID.  
THE

FOLLOWING ADDITIONAL INFORMATION IS PROVIDED.

A. SECONDARY DRAINAGE SYSTEM:

COMMON DEFICIENCIES INCLUDE: SECONDARY DRAINAGE SYSTEMS THAT  
CANNOT

BE ALIGNED REMOTELY AND EDUCTOR CHECK VALVES THAT LEAK BY. CAUSES  
OF MATERIAL DEFICIENCIES INCLUDE: DISCONNECTED OR INOPERATIVE  
REMOTE OPERATORS, VALVES SEIZED/INOPERATIVE, OVER-TORQUED VALVES

THAT CANNOT BE OPERATED REMOTELY (BECAUSE THEY ARE NORMALLY OPERATED LOCALLY), AND CHECK VALVES FOUND JAMMED OPEN (CLOGGED WITH FOREIGN OBJECTS) OR WHICH FAIL TO SEAT PROPERLY DUE TO INTERNAL DAMAGE.

B. BALLAST/DEBALLAST SYSTEM:

COMMON DEFICIENCY INCLUDES: INABILITY TO BALLAST/DEBALLAST WITHIN THE TIME CRITERIA. CAUSES OF MATERIAL DEFICIENCIES INCLUDE: BALLAST TANK TLIS INOP OR NOT CALIBRATED, HPUS AND DBACS INOPERATIVE, AIR MAIN UNLOADER VALVES SEIZED OR IMPROPERLY ADJUSTED, BALLAST TANK RELIEF VALVES NOT SET WITHIN PERIODICITY, AND SEA VALVES AND VENT/BLOW VALVES INOPERATIVE FROM THE BALLAST CONSOLE.

C. AFFF IN-LINE EDUCTOR:

COMMON DEFICIENCY INCLUDES: EDUCTOR FAILS TO DRAW A VACUUM. CAUSES OF MATERIAL DEFICIENCIES INCLUDE: THREAD DAMAGE, CHAMBER BALL MISSING OR STUCK, AND AIR LEAKS DUE TO THE FLEXIBLE TUBE CLAMPS LOOSE.

D. FIRE ZONE DOORS:

COMMON DEFICIENCY INCLUDES: FIRE ZONE DOORS ARE NOT FUME TIGHT. CAUSES OF MATERIAL DEFICIENCIES INCLUDE: DOORS DO NOT CLOSE EITHER REMOTELY OR LOCALLY, DO NOT LATCH, CLOSURES INOPERATIVE, GASKETS DETERIORATED, GASKET CHANNEL DAMAGED, AND MISSING HARDWARE.

E. VERTICAL PACKAGE CONVEYORS (VPCS):

COMMON DEFICIENCIES INCLUDE: LIMIT SWITCHES AND OTHER SAFETY DEVICES FAIL TO MEET REQUIREMENTS DELINEATED IN PMS (SYSTEM OPERABILITY TEST) AND NSTM CHAPTER 572. ADDITIONALLY, SHIPS ARE OPERATING VPCS WITH KNOWN IN-SERVICE LIMIT DISCREPANCIES.

APPARENT

CAUSES OF MATERIAL DEFICIENCIES INCLUDE: MAINTENANCE PERSONNEL AND

OPERATORS ARE NOT APPLYING EXACTING STANDARDS OF COMPLIANCE WHEN TESTING SAFETIES AND ARE NOT REPORTING IN-SERVICE LIMIT VIOLATIONS TO THE CHAIN OF COMMAND SO EQUIPMENT CAN BE PLACED OUT OF COMMISSION.

F. GENERATOR PRIME MOVERS:

COMMON DEFICIENCIES INCLUDE: SAFETY, CONTROL, AND MONITORING DEVICES ARE MISADJUSTED OR FAIL TO OPERATE.

CAUSE OF MATERIAL DEFICIENCIES INCLUDES: OPERATORS ARE NOT CONDUCTING CHECKS IN STRICT COMPLIANCE WITH PMS.

G. OIL POLLUTION ABATEMENT SYSTEM:

COMMON DEFICIENCIES INCLUDE: OIL CONTENT MONITORS OUT OF CALIBRATION, INCORRECTLY SET/LEAKING-BY CHECK VALVES, EXCESSIVE DEPOSITS OF SLUDGE/OIL IN SYSTEM COMPONENTS.

CAUSES OF MATERIAL DEFICIENCIES INCLUDE: INSTALLATION DEFICIENCIES,

LACK OF SYSTEMS KNOWLEDGE BY MAINTENANCE PERSONNEL (CONTRIBUTES TO THE PROBLEMS NOT BEING RESOLVED), ILS DEFICIENCIES (E.G. EOSS NOT ACCURATE, TECH MANUALS NOT UPDATED, INCORRECT PMS), AND SYSTEMS NOT

ROUTINELY OPERATED WHICH RESULTS IN DEPOSITS OF UNDESIRABLE MATERIAL

IN SYSTEM COMPONENTS.

H. LIFE PRESERVERS, MK 1:

COMMON DEFICIENCIES INCLUDE: LACK OF ATTENTION TO DETAIL IN PMS REQUIREMENTS OR FAILURE TO INSTALL DYE MARKER. LABELING BATTERIES WITH EXPIRATION DATES COMMONLY DONE INCORRECTLY. CAUSES OF MATERIAL

DEFICIENCIES INCLUDE: LABELS SHOULD BE ON BATTERIES THEMSELVES. WRT AEL, MANY SHIPS ARE BUYING NEW INHERENTLY BUOYANT LIFE PRESERVERS VERSUS MORE EXPENSIVE MK 1 LIFE PRESERVERS TO CONDUCT ALL

EVOLUTIONS EXCEPT FLIGHT QUARTERS, LEAVING MK 1 AEL REQUIREMENTS UNFULFILLED.

I. MINE HUNTING/MINE SWEEPING DEMONSTRATIONS AND EQUIPMENT: SINCE INITIAL INSURV TOP TEN MESSAGE, EIGHT MATERIAL INSPECTIONS ON

MINE FORCE SHIPS WERE CONDUCTED, 3 OF 6 MINEHUNTING DEMOS WERE UNSAT, AND 1 OF 2 MINESWEEPING DEMOS WAS UNSAT. HOWEVER, BASED ON CY2004 RESULTS TO DATE, BOTH DEMONSTRATION RESULTS AND OVERALL EOCS

IN MINE WARFARE ARE IMPROVING.

COMMON DEFICIENCIES INCLUDE: INOPERATIVE PELLIGRINI MULTI-PURPOSE CRANES, DEGRADED AND INOP MINESWEEPING WINCHES AND HYDRAULIC POWER UNIT.

CAUSES OF MATERIAL DEFICIENCIES INCLUDE: VARIOUS SYSTEM COMPONENT CASUALTIES (E.G. INOPERATIVE MNV DEPTH SENSOR, WATER INTRUSION INTO

COMMAND AND CONTROL UNIT, FAILED UMBILICAL CABLE CONNECTOR) THAT PRECLUDE THE PROPER OPERATION OF THE AN/SLQ-48 MINE NEUTRALIZATION VEHICLE, SONAR SYSTEM FAILURES AND WINCH MECHANICAL FAILURES (BRAKES) THAT PRECLUDE PROPER OPERATION OF THE AN/SQQ-32 VDS SONAR,

INOPERATIVE ACOUSTIC BODIES, INOPERATIVE MINEHUNTING GTG, INCOMPLETE

AND DETERIORATED DECK INVENTORIES. INADEQUATE COMPLETION OF ROUTINE

PMS, INEXPERIENCED OPERATORS AND MAINTAINERS, RELIABILITY OF EQUIPMENT, AND PERSONNEL UNFAMILIARITY WITH DECK INVENTORY REQUIREMENTS.

J. MATERIAL SELF-ASSESSMENT: IN CY04 INSURV BEGAN TO EVALUATE A SHIPS ABILITY TO ASSESS AND REPAIR THOSE DEFICIENCIES IDENTIFIED

DURING MATERIAL INSPECTIONS. SELF-ASSESSMENT IS AN AREA OF MATERIAL

CONCERN AND DIRECTLY CONTRIBUTES TO THE OVERALL EQUIPMENT OPERATION

CAPABILITY (EOC) SCORE. INSURV HAS BEGUN TO MAKE INSPECTORS AVAILABLE TO TRAIN SHIPS FORCE IN THE AREA OF SELF-ASSESSMENT. THE

BOARD HAS OBSERVED THAT SHIPS WITH AN EFFECTIVE ZONE INSPECTION PROGRAM AND WHO PERFORM PMS SPOT CHECKS CORRECTLY WITH QUALIFIED PERSONNEL DO WELL IN THE AREA OF SELF-ASSESSMENT. COMMANDING OFFICERS DESIRING TO TAKE ADVANTAGE OF SELF-ASSESSMENT TRAINING CONTACT MR. BOB STRAIT FOR SCHEDULING. THE BOARD REQUIRES SCHEDULING BE DONE NO LESS THAN 60 DAYS PRIOR TO AN MI TO MAXIMIZE THE TRAINING VALUE COMMAND-WIDE.

3. THE FOLLOWING ADDITIONAL ITEMS ARE PROVIDED FOR COMMAND ATTENTION:

A. SEARCH AND RESCUE (SAR) SWIMMER LIFE PRESERVERS, LPU-28/P: COMMON DEFICIENCIES INCLUDE: INCOMPLETE OR INADEQUATE INSPECTIONS CONDUCTED IAW MIP 2513/S-1, R-7.

B. PERSONNEL PROTECTIVE EQUIPMENT: MANY PERSONNEL WORKING OR STANDING WATCH IN OPERATING ENGINEERING SPACES ARE NOT WEARING REQUIRED FIRE RETARDANT COVERALLS OR SEEDS/EEBD (MAJOR SAFETY ISSUE).

4. AMPLIFYING INFORMATION ON ANY ITEM DISCUSSED ABOVE IS AVAILABLE BY CONTACTING THE APPROPRIATE DCOS AT INSURV,

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